

REMARKS

This is a full and timely response to the non-final Office action mailed March 16, 2007. Reexamination and reconsideration in view of the foregoing amendments and following remarks is respectfully solicited.

Claims 1-45 are pending, and claims 1, 19, 23, 26, 29, 32, 36, and 40 are the independent claims. The Applicants thank the Examiner for allowing claims 32-39.

Rejections Under 35 U.S.C. § 102

Claims 1-31 and 40-45 are rejected under 35 U.S.C. § 102 as allegedly being anticipated by U.S. Patent No. 4,972,671 to Asselin et al. ("Asselin"). This rejection is respectfully traversed.

Claim 1 relates to a lubrication system suitable for providing lubricant from a lubricant supply line to a bearing support operating in an engine casing and includes, *inter alia*, an inlet conduit having an inboard end attached to the bearing support and an outboard end for receiving the lubricant, a lubricant inlet assembly attached to the inlet conduit outboard end including an inlet cap having a receptacle and an inlet cap body, the inlet cap body having an outer cap enclosing an inner cap.

Claim 19 relates to a lubricant inlet assembly suitable for attachment to an engine casing at an outboard end of an inlet conduit used for providing lubricant from a lubricant supply line to a bearing support attached to an inboard end of the inlet conduit including, *inter alia*, an inlet cap having a receptacle configured to mate with the lubricant supply line, a cap body having an outer cap enclosing an inner cap, and a cap base.

Claim 23 relates to a lubricant inlet assembly suitable for attachment to an engine casing at an outboard end of an inlet conduit used for providing lubricant from a lubricant supply line to a bearing support attached to an inboard end of the inlet conduit, the lubrication inlet assembly including, *inter alia*, an inlet cap and a cap heat shield enclosing the inlet cap.

Claim 26 relates to a scavenge port suitable for attachment to an engine casing at an outboard end of a scavenge inlet conduit used for removing lubricant from a bearing support attached to an inboard end of the scavenge conduit, the scavenge port including,

*inter alia*, a conduit heat shield enclosing the scavenge conduit so as to block thermal radiation from the engine casing

Claim 29 relates to a vent assembly suitable for attachment to an engine casing at an outboard end of a vent inlet conduit used for venting a bearing support attached to an inboard end of the vent conduit, the vent assembly including, *inter alia*, a low-conductivity insulator disposed between said cap base and the engine casing.

Claim 40 relates to method of providing lubrication from a lubricant supply line to a bearing support operating in a engine casing, the engine casing having inboard ends of an inlet conduit, a scavenge conduit, a vent conduit, and a buffer air conduit attached to the bearing support, the method including, *inter alia*, the steps of attaching an outboard end of the inlet conduit to a lubricant inlet assembly, the lubricant inlet assembly including an inlet conduit termination fitting having an inlet o-ring disposed in a circumferential groove, and an inlet cap having an inlet receptacle configured to mate with a lubricant supply line, an inlet cap body with an outer inlet cap enclosing an inner inlet cap, the outer inlet cap having a convoluted wall.

Asselin discloses an aircraft turbo-engine having an intake grille formed by radial struts disposed between inner and outer rings, each of said radial struts being in two parts, an upstream, fixed structural first part, and a downstream second part pivoted on said first part and forming an adjustable flap which constitutes an intake guide vane, all of said struts having the same cross-section as each other and at least some of the struts incorporating a pipe for the passage of oil, those oil pipe carrying struts each having its structural first part divided by a radial portion into an upstream chamber for the passage of hot air and a downstream chamber which is open along the length of its trailing edge and which receives the oil pipe. See Abstract.

However, nowhere does Asselin teach or disclose an inlet cap body having an outer cap enclosing an inner cap, as recited in claims 1, 19, 40. Additionally, Asselin does not teach or disclose an inlet cap and a cap heat shield enclosing the inlet cap or a conduit heat shield enclosing the scavenge conduit so as to block thermal radiation from the engine casing, as recited in claims 23 and 26, respectively. Moreover, Asselin does not teach or disclose a low-conductivity insulator disposed between said cap base and the

engine casing, as recited in claim 29.

Accordingly, as Asselin fails to teach each and every element of independent claims 1, 19, 23, 26, 29, and 40, the Applicants respectfully request withdrawal of these rejections.

#### Conclusion

Based on the above, independent Claims 1, 19, 23, 26, 29, and 40 are patentable over the citations of record. The dependent claims (e.g., claims 2-18, 24, 25, 27, 28, and 41-45 are also deemed patentable for the reasons given above with respect to the independent claims and because each recite features which are patentable in its own right. Individual consideration of the dependent claims is respectfully solicited.

None of the other art of record is understood to disclose or suggest the inventive concept of the present invention as defined by the claims.

Hence, Applicant submits that the present application is in condition for allowance. Favorable reconsideration and withdrawal of the objections and rejections set forth in the above-noted Office Action, and an early Notice of Allowance are requested.

If the Examiner has any comments or suggestions that could place this application in even better form, the Examiner is requested to telephone the undersigned attorney at the below-listed number.

If for some reason Applicant has not paid a sufficient fee for this response, please consider this as authorization to charge Ingrassia, Fisher & Lorenz, Deposit Account No. 50-2091 for any fee which may be due.

Respectfully submitted,

INGRASSIA FISHER & LORENZ

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